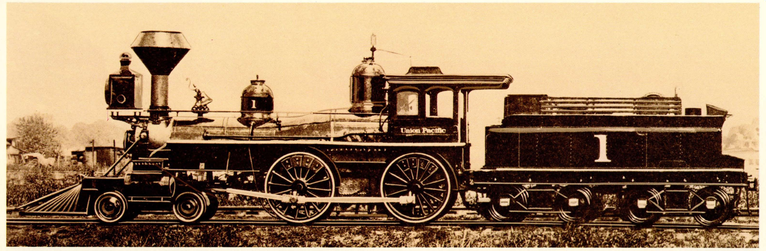
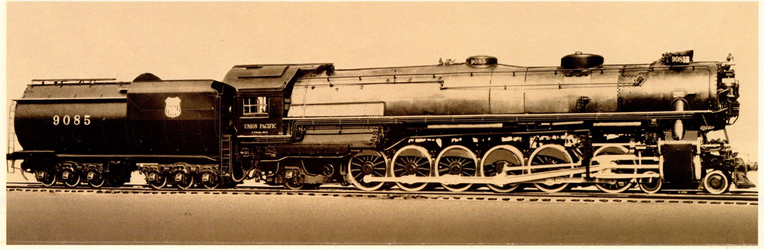


The General Sherman

The Granddaddy of all locomotive power in use on Union Pacific was this skinny woodburner "The General Sherman." Although tiny compared with today's monsters, it served the Union Pacific faithfully for many years. It was an "American" type with a 4-4-0 wheel arrangement.

The General Sherman was built in Paterson, New Jersey, in 1864-5. Since there were no rail lines completed at that time to Omaha, it had to be shipped to St. Louis where it was loaded aboard the steamboat "Colorado" and completed its journey up the Missouri River arriving at Omaha in June, 1865. This type was widely used throughout the latter part of the nineteenth century and was considered "very fast" maintaining an average schedule of 20 miles per hour. To accomplish this feat, this little engine had to reach running speeds up to 35 miles per hour which it could do over favorable terrain. The General Sherman weighed 116,150 pounds and was 40 feet long.



Union Pacific

In 1926, Union Pacific began using a new 9000 class 4-12-2 type locomotive known as the "Union Pacific" (shown above) because it was designed by the railroad's own engineering department.

In a unique application of steam power, the 9000 had a 3-cylinder power plant—the first such successful adaptation to a locomotive of this length and weight.

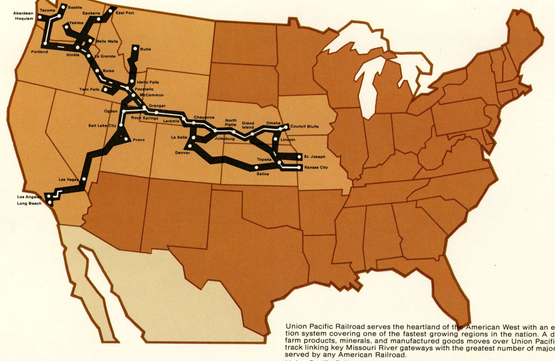
When first placed into service, this locomotive set new standards in speed and economy of operation and was the largest non-articulated steam power unit ever constructed.

Including tender, the "Union Pacific" was 102 feet 6 inches long, 16 feet high, and weighed 784,000 pounds. The locomotive operated with a boiler pressure of 220 pounds and 67-inch diameter driving wheels.

Big Boy

"Big Boy," a 4000 class 4-8-8-4 type locomotive, was the world's largest and most powerful steam locomotive. It was built for and used only on the Union Pacific. Tender and locomotive were 133 feet long and weighed 1,208,750 pounds. The fourteen wheeled tender had a capacity of 24,000 gallons of water and 28 tons of fuel. Under full steam, Big Boy consumed 100,000 pounds of water and 22,000 pounds of coal per hour.

LOCOMOTIVES OF UNION PACIFIC RAILROAD



Union Pacific Railroad—Single Track Line

Union Pacific Railroad—Double Track Line

Union Pacific Railroad serves the heartland of the American West with an efficient transportation system covering one of the fastest growing regions in the nation. A diversified array of farm products, minerals, and manufactured goods moves over Union Pacific's 9,500 miles of track linking key Missouri River gateways with the greatest number of major West Coast ports served by any American Railroad.

Union Pacific Railroad is modern, efficient, and strategically laid out for future growth. Union Pacific Railroad continually strives to develop new ways of doing business... all with one goal in mind, to give the best service to our customers.

When we say, "We Can Handle It," we know we can.

UNION PACIFIC

The story of Union Pacific Railroad is filled with romance, adventure and great achievement, dating back more than a century to the building of the first transcontinental railroad and the development of the West.

Today, Union Pacific Railroad prides itself on being able to haul almost anything that needs moving in the West. To do this a railroad needs power, not only in the size of its locomotives but also in the different types of engines available for service.

In the days of steam power, UP's "Big Boy" led the power parade of all locomotives the world over. Through the years, UP has developed and maintained the world's most powerful locomotive fleet.

Pictured in this folder are some of the engines that helped make Union Pacific Railroad famous.

Centennial

In 1969, during the centennial of the driving of the Golden Spike, Union Pacific introduced the "Centennial" locomotive pictured here. Each of these diesel units develops 6,600 horsepower, qualifying them as the most powerful diesel-electric locomotives in the world. The "Centennial" weighs 540,000 pounds and is 98 feet 5 inches long.

DD-35A The DD-35A weighs 521,980 pounds and is capable of a maximum speed of 90 miles per hour. Measuring 17 feet, 2½ inches in height, this 5000 horsepower locomotive is 88 feet, 2 inches long.

U-30-C The 3,000 horsepower U-30-C performs a big job at Union Pacific. This locomotive weighs 392,950 pounds, is 16 feet in height and is 67 feet, 3 inches long.

SD-40-2 Weighing in at 390,800 pounds, this 3,000 horsepower locomotive has a maximum speed of 71 miles per hour. From rail to top of horn, the SD-40-2 measures 15 feet, 6 inches, and is 68 feet, 10 inches long.

GP-38-2 The 2,000 horsepower GP-38-2 weighing 269,460 pounds is capable of a maximum speed of 70 miles per hour. The length of this unit is 59 feet, 2 inches, height is 16 feet.